



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A86 West of Laggan Dam -
Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A86 carriageway, to the west of Laggan Dam, and 12km east of Spean Bridge.

The construction work will involve replacement of surface course over an approximate 714m length and will include areas of partial reconstruction and deeper inlay where required. The scheme covers an approximate area of 0.57ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to go off
- Mark out lining schedule on site
- Remove TM and open road
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The works are currently programmed to be completed within the 2023/2024 financial year. Works are expected to be completed over four nights (19:00 – 07:00); however, changes in the programme may result in the need for day works.

Traffic management (TM) will consist of lane closures, facilitated by temporary traffic lights and a convoy working. However, if the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

Location

The works are located on the A86 carriageway just west of Laggan Dam, within the Highland Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 35356 80675
- Scheme End: NN 36079 80799



Figure 1. Location and scheme extent of the proposed resurfacing works at A86 West of Laggan Dam. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0104-10).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) ([Air Quality Scotland](#)) and no Air Quality Monitoring Stations are located in the vicinity of works ([Air Quality Scotland](#)); the nearest air quality monitoring station is located in Fort William, approximately 24km west of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Average Annual Daily Flow (AADF) for the A86 carriageway, 17km east of the scheme in 2021 accounted for 855 vehicles, of which 8% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A86 trunk road. Secondary sources are derived from forestry management.

Cultural heritage

A desktop study using PastMap ([PastMap](#)) identified that there are no features of cultural heritage importance located within 300m of the scheme.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to features of cultural heritage importance.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme does not fall within a National Park (NP) or National Scenic Areas (NSA) ([Sitelink](#)).

The Landscape Character Type (LCT) within the scheme extent is categorized as 'Broad Forested Strath' (no. 235) ([Scottish Landscape Character Types](#)), which is characterised by:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.
- Simple, large-scale mosaic of forested ridges, rolling pastures and heather moorland, but dominated by swathes of forestry.
- A comparatively densely settled landscape with villages, houses and sporadic commercial development.
- Quarries hidden amongst the woodland cover.
- Strong communication and service corridors.
- Long distance views from surrounding hills over the glens, which are framed by steep glen sides.
- Lochs, rivers or canals on glen floor have often been engineered or substantially altered by man.

Historic Environment Scotland's HLAMap ([HLAMap](#)) has highlighted the surrounding landscape to consist of a combination of plantation and rough grazing.

Biodiversity

A desktop study using Nature Scot SiteLink ([SiteLink](#)) has noted no European sites (Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Ramsar sites), biological Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs) or Local Nature Reserves (LNRs) within 300m of the scheme extents ([SiteLink](#)).

The NBN Atlas ([NBN Atlas](#)) has no records of bird species within 2km over a 10-year period.

The NBN Atlas ([NBN Atlas](#)) holds no records of invasive non-native species (INNS) of plants, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual.

Transport Scotland's Asset Management Performance System (AMPS) confirmed no records of invasive or injurious weeds within the scheme extents.

Habitats in the surrounding area are dominated by commercial conifer woodland plantations ([Scotland Environment](#)) and rough grassland. The River Spean lies 280m

south of the scheme which together with minor tributaries provides some freshwater habitats in the surrounding area.

A desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

Geology and soils

The scheme lies within Parallel Roads of Lochaber SSSI (SSSI) ([SiteLink](#)) and Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS) ([SiteLink](#)).

The SSSI is noted for its landforms created by glacial retreat 12,900 and 11,500 years ago. This site provides the clearest and most complete assemblage of landforms and sediments providing evidence in Britain for the formation and drainage of ice-dammed lakes. The features were recognised internationally by the 19th century, and have subsequently been crucial to the development of geomorphological concepts and the understanding of landscape evolution ([SiteLink](#)).

The SSSI at the scheme extents is overlapped by Glen Roy and the Parallel Roads of Lochaber GCRS. There is no information available on sitelink regarding the geological features of the GCRS, but it is assumed that these will be the same or similar to those for the SSSI ([SiteLink](#)).

Bedrock within the scheme extents is comprised of Southern Highland Group (psammite and semipelite), which is an igneous bedrock ([BGS GeoIndex](#)).

Superficial deposits within the scheme extent are comprised of Hummocky (moundy) Glacial Deposits (diamicton, sand and gravel) which are sedimentary deposits ([BGS GeoIndex](#)).

Soils within the scheme extent are recorded as peaty podzols ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- Asphaltic material
- Road-marking paint
- Bituminous emulsion bond coat
- Milled in road studs

Wastes are anticipated to be planings from the carriageway surface course, which will be recovered for re-use (if not contaminated with coal tar) in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WML/XS/2005599).

It is not yet known if the works will encounter coal tar contaminated road surfacing.

Noise and vibration

The works are located in a rural setting, surrounded by commercial forestry plantations and some rough grassland. The nearest population centre Spean Bridge lies 12km west of the scheme.

One residential property is located within 300m of the scheme. The property lies 30m northwest of the scheme and is screened by 5m wide shrub belt.

Baseline noise levels at the scheme location is likely to be primarily influenced by traffic along the A86 trunk road. Secondary sources are derived from forestry management.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan ([TNAP](#)).

There is no noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)).

Population and human health

The scheme is located within a rural location on the A86, with land use surrounding the scheme dominated by commercial conifer woodland plantations and rough grassland. The single noted property lies approximately 30m from the scheme and is screened by a 5m wide shrub belt.

The A86 Trunk Road connects Spean Bridge and Kingussie. It commences at the A86 / A82 junction within Spean Bridge leading generally north-eastwards for a distance of 65 kilometres to its junction with the A9. The A86 is a single carriageway along its length. The A86 at the scheme extents is a single carriageway with national speed limit applying throughout the scheme.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), core paths ([Scotland's Environment](#)) or walking routes as listed on WalkHighlands

([WalkHighlands](#)) within the scheme extents. There are also no paved footpaths, bus stops, or other pedestrian facilities along the A86 within the scheme extent.

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A86 within the scheme extent ([SEPA water environmental hub](#)). However, numerous unclassified waterbodies, considered to be tributaries and/or drainage ditches, are culverted beneath the A86 at the scheme extents and lie in proximity to the scheme.

River Spean - Lochy to Laggan Dam (ID: 20346) lies parallel to the trunk road 280m south of the scheme. River Spean - Lochy to Laggan Dam has been classified by SEPA as having an overall classification of 'Good'. River Spean - Lochy to Laggan Dam is a river in the River Lochy catchment of the Scotland river basin district. The main stem is approximately 23.7 kilometres in length. The waterbody has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation ([SEPA water environmental hub](#)).

The scheme falls within the 'Upper Glen Coe' groundwater body, which was classified by SEPA in 2020 as having 'Good' overall condition ([SEPA water environmental hub](#)).

There is no risk of river or surface flooding at the scheme extents ([SEPA Flood Map](#)).

Climate

[The Climate Change \(Scotland\) Act](#) sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#) amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045.

The Scottish Government has since published its indicative [Nationally Determined Contribution](#) (iNDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In

response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the [Environment and Sustainability Discipline of the Design Manual for Roads and Bridges](#) (DMRB) and Transport Scotland's [Environmental Impact Assessment Guidance](#).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction shall be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials shall be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, proposed works will be restricted to like-for-like resurfacing of the A86 carriageway and will be carried out over 4 nights, and land use will not change as a result of the works. Furthermore, the scheme does not lie within an area of land designated as an NSA or NP. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Biodiversity

During road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

The scheme is not situated within a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI.

There are no INNS, injurious weeds, or invasive native perennials recorded within the grassed verges adjacent to the scheme extents (within last 10-years). If any INNS, injurious weeds, or invasive native perennials are found to be present within the trunk road boundary, the plant will be controlled/treated by cultural methods and/or chemical weed control as per the NW Annual Landscape Management Plan. Moreover, all works are restricted to the made ground of the A86 carriageway. There

are also no earthworks associated with the scheme, the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A86 and the scheme is of short duration. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- Site personnel shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- If artificial lighting is required, it should be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any species in the area are likely to be accustomed to road noise on the A86. Relevant toolbox talks will be included in the SEMP. The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

Although, the scheme lies within Parallel Roads of Lochaber SSSI and Glen Roy and the Parallel Roads of Lochaber GCRS, all works are confined to the A86 carriageway and are restricted to like-for-like replacement of the road surfacing material and do not involve movement of earth or any type of operation requiring consent from the Nature Scot. The impact on the SSSI or GCRS is assumed to be negligible. As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils.

The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging shall be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork shall be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste shall be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g. waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- If the works encounter coal tar, then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings (Coal Tar Guidance). This will include:
 - Coal tar contaminated road planings will be classified as a Special Waste.
 - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.

- Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
- Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

With the above mitigation measures in place, it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. Even though the works are programmed to take place during nighttime working hours, the residential property is screened from the scheme extents, providing a barrier to noise and visual impact. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- For any night works, the Environmental Health Officer (EHO) and local residents will be notified of works and provided with a 24-hour contact number for the BEAR Scotland Control Room.
- On-site construction tasks shall be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- Works with the potential to induce worst-case scenario noise and vibration (cold milling in preparation for carriageway resurfacing, using breakers (jackhammers), chipping hammers, use of rollers, steel cutters, etc.) will be intermittent, temporary, and short-lived, and the aim will be to complete the noisiest works by 23:00.

- All construction operatives will be briefed through toolbox talks prior to works commencing using the 'Being a Good Neighbour' toolbox talk template.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

With the above mitigation measures in place, it is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. The identified human receptor is suitably screened from the scheme extents and if their access is affected by the works, then they will be notified of works via letter drop. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- If access to local residents' properties are restricted then they will be notified of the impending works. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Local residents will be notified of the impending works and traffic management arrangements. Any changes of schedule (e.g. change from night-time works to daytime works) will be communicated to local residents throughout the programme.

- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

With the above mitigation measures in place, it is anticipated that any population and human health effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills shall be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.

- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area shall be identified. Fuel bowsers shall be stored on an impermeable area and will be fully bunded. This shall be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel shall be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons, and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

With the above mitigation measures in place, it is anticipated that any climate effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Major Accidents and Disasters

The trunk road, within the scheme extents, is not at risk of surface water flooding.

Works are restricted to the made ground of the A86 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last only four nights. Traffic management will consist of lane closures, which will be facilitated by temporary traffic lights and a convoy system. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. A search of the Highland Council Planning Portal ([Map Search](#)) identified no planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects are anticipated.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or part in the Parallel Roads of Lochaber SSSI, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (EIA) is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The total working area doesn't exceed 1 ha.
- The works will be temporary, localised, and completed during night-time hours, when the traffic count is at its lowest levels.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.

- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A86 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- Although the works are located within Parallel Roads of Lochaber SSSI and Glen Roy and the Parallel Roads of Lochaber GCRS, the works will not have an impact on the geological SSSI or GCRS.
- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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